

RTIP ID# <i>(required)</i> ORA020825				
TCWG Consideration Date February 26, 2013				
<p>Project Description <i>(clearly describe project)</i> The Lakeview Avenue Grade Separation Project is a component of the Orange County Gateway Project, which included a series of grade separations along approximately 5 miles of railroad (Alternative D). The Final EIR was certified by the City of Placentia in 2008 and the Record of Decision for the EIS was approved by the Federal Highway Administration (FHWA) in 2009. The at-grade crossing of Lakeview Avenue at the BNSF railway will be reconstructed as an overcrossing. The project includes new roadway connections and a culvert extension in Atwood Channel.</p> <p>During PS&E, it was determined that a new traffic signal would be required at Orangethorpe Avenue and Highland Avenue.</p>				
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> Railroad grade separation with intersection signalization</p>				
County Orange	Narrative Location/Route & Postmiles: Lakeview Avenue at the BNSF rail crossing Caltrans Projects			
Lead Agency: Orange County Transportation Authority				
Contact Person Bill Farthing	Phone# (714) 204-8683	Fax# (714) 560-5986	Email: bfarthing@octa.net	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	<input checked="" type="checkbox"/> Other
Scheduled Date of Federal Action: March 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i> Not Applicable				
Exempt	Section 6004 – Categorical Exclusion		Section 6005 – Non Categorical Exclusion	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2009	2011	2011	2013
End	2010	2013	2013	2015
<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the proposed project is to eliminate the current and potential environmental impacts and hazards posed by the existing at-grade crossing at Lakeview Avenue and the BNSF railway line. The proposed project is needed to improve public safety and reduce traffic and rail delays. Traffic and rail volumes are forecasted to increase through 2030, which will increase the potential for vehicle/pedestrian/bicycle-train accidents and increase traffic delays. In addition, trains are required to reduce speed as they pass through at-grade crossings, which reduces rail efficiency.</p>				
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Commercial, residential, and light industrial developments account for the majority of the land uses within the vicinity of the Lakeview Avenue railroad crossing.</p>				

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility <i>Orangethorpe Avenue</i></p> <p>No Build: ADT = 18,040, Truck ADT = 1,443, LOS = B to C Build: ADT = 18,040, Truck ADT = 1,443, LOS = A to B</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility <i>Orangethorpe Avenue</i></p> <p>No Build: ADT = 22,700, Truck ADT = 1,816, LOS = F Build: ADT = 22,700, Truck ADT = 1,816, LOS = A to B</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT <i>Highland Avenue</i></p> <p>No Build: ADT = 2,090, Truck ADT = 167, LOS = B to C Build: ADT = 2,090, Truck ADT = 167, LOS = A to B</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT <i>Highland Avenue</i></p> <p>No Build: ADT = 2,900, Truck ADT = 230, LOS = F Build: ADT = 2,900, Truck ADT = 230, LOS = A to B</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is a grade separation project that includes the signalization of the Orangethorpe Avenue and Highland Avenue intersection. This type of project improves traffic operations by reducing congestion. The proposed project would not increase the traffic volumes along Orangethorpe Avenue or Highland Avenue. The traffic volumes along Orangethorpe Avenue or Highland Avenue would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, as the project serves a commercial/residential area, the truck traffic percentage would not exceed the eight percent threshold for POAQC. The future traffic volumes along Orangethorpe Avenue or Highland Avenue are shown in Table 1.

Table 1 Traffic Volumes

Roadway Link	Opening Year			Horizon Year		
	Total ADT	Truck ADT	Project Change	Total ADT	Truck ADT	Project Change
Orangethorpe Avenue	18,040	1,443	0 / 0	22,700	1,816	0 / 0
Highland Avenue	2,090	167	0 / 0	2,900	230	0 / 0

Source: LSA Associates, Inc., February 2013.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would reduce the delay and improve the LOS at Orangethorpe Avenue and Highland Avenue intersection. The LOS conditions at the project intersection with and without the proposed project are shown in Table 2.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table 2: Orangethrope Avenue/Highland Avenue Intersection Levels of Service

Scenario	AM Peak Hour	PM Peak Hour
	LOS	LOS
Opening Year No Build	C	B
Opening Year Build	B	A
Horizon Year No Build	F	F
Horizon Year Build	B	A

Note: **Bold** = exceeds LOS standard